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Thomas Hutchins. A Topographical Description of Virginia, Pennsylvania, Maryland, and North Carolina. Reprinted from the original edition of 1778. Edited by Frederick Charles Hicks. The Burrows Brothers Company, Cleveland, 1904.

Mr. Hicks has made scholarly use of the opportunity which he had for several years as a member of the staff of the Congressional Library. He introduces Hutchins' narrative with an interesting and extended biographical sketch (45 pp.), with many citations of authorities. Hutchins' career was unique in that he alone has held the office of Geographer of the United States. He was born in New Jersey in 1730, and after coming to maturity served more than twenty years as a British officer. He was stationed at Fort Pitt in 1759, and he acted as engineer in various operations and explorations on the frontier, including supervision of public works in Florida and Louisiana.

He was in London at the outbreak of the war with the Colonies. He was imprisoned, being charged with treason, and suffered great financial losses for his unflinching loyalty to the land of his birth. He was held in high regard by such men as Franklin and Washington, and was appointed Geographer to the United States of America in 1781.

Hutchins executed surveys for roads and boundaries, and was engaged in the examination of sites for a national capital. He was one of a commission to run the western part of the boundary between Pennsylvania and Virginia, and thus completed the location of the famous Mason and Dixon's line.

Much honour is ascribed to him for his part in working out methods of dividing the public lands. He conducted many surveys in the western wilderness, and is characterized by the editor as holding a place among "the great American civilizers." The sketch is followed by a list of Hutchins' works and the reprint of the topographical description. In pocket is a reprint of his map, first published in London in 1778, "A new Map of the Western parts of Virginia, Maryland, and North Carolina."

A. P. B.

Dalmatien und Montenegro. Reise und Kulturbilder. Von L. Passarge. 341 pp. B. Elischer, Leipzig, 1904. (Price, M. 6.)

Like all the earlier travel descriptions by this writer, the book gives a series of entertaining pen-pictures of the regions described. It takes the reader along the short Hungarian shore-line and the coast of Dalmatia to its southernmost point. An excursion inland gives many glimpses of the interior of Montenegro; and with the pictures and impressions of the present time, the author sketches the past of the same regions, many an old ruin or hoary document helping him to indicate the various stages of culture through which these people have passed. Books like this tend to stimulate travel in the regions described, and assist the visitor to enlarge his understanding of the influences that have shaped the civilization of a country.

Problems of the Panama Canal. By Brig. Gen. Henry L. Abbot, U. S. Army, Retired. xl and 248 pp., Map of the Route, 15 diagrams, Appendix and Index. The Macmillan Company, New York, 1905. (Price, \$1.50.)

The book sets forth the views of Gen. Abbot as to the work done on the Panama Canal and what steps should be taken to complete it. As Gen. Abbot was engaged for seven years in a technical study of the Panama problem and dealt with many large public works during his long career in the Engineer Corps of the Army, his opinion on the great enterprise at the Isthmus will command much attention. Of

large geographical interest is his extended treatment of the physical conditions, including climate, concerning which, he says, much wild exaggeration has been circulated, though no one will assert that the climate of the Isthmus is salubrious. He discusses the engineering problems and the various projects for completing the canal. He is not in favour of a sea-level canal, and he says in his final chapter:

It is the unanimous opinion of all the engineers who have had practical experience in canal work and time to thoroughly study the problem, that no sea-level *project* without locks, and no sea-level canal even with a tidal lock, is practicable that would be comparable in ease and safety of transit to one equipped with modern locks and planned to take advantage of all the desirable elements which the natural conditions offer.

The Complete Pocket Guide to Europe. Edited by Edmund C. Stedman and Thomas L. Stedman. xxxi and 505 pp., 5 Maps, 4 Plans and Index to Places. William R. Jenkins, New York, 1905.

A new edition of this well-known "handy volume," which may still be carried in a man's pocket, thanks to the determination of the editors to keep it within the original size. It contains much condensed information, without justifying its claim to completeness. In a small book covering so much ground most attractions can merely be pointed out; but there is descriptive matter for the leading show-places. The commonplace railroad map of Europe is not worthy of the book. To specify only one or two of its shortcomings, Constantinople is not named, and the reader might easily get the impression that there is no direct rail communication between St. Petersburg and Warsaw, the third largest city of the Russian Empire.

The East Africa Protectorate. By Sir Charles Eliot. xii and 334 pp., 31 illustrations, 2 Maps, Appendices and Index. Edward Arnold, London, and Longmans, Green & Co., New York, 1905. (Price, \$5.)

Sir Charles Eliot was recently Commissioner for this Protectorate, which, roughly speaking, embraces the territory between the Victoria Nyanza and the Indian Ocean. This region is especially noteworthy because it offers opportunities for European colonization under the tropical sun. Until recently, however, knowledge of the country, as a whole, has been fragmentary and inadequate. The appearance of this book, dealing with all its important aspects and written by a former official who is most competent to treat the subject, is an interesting geographical event.

Sir Charles was sceptical as to the reports that there are wide areas perfectly adapted for occupancy by white farmers, until long investigation and experiment proved the statements to be true:

Much of the territory is still imperfectly known, and even those who have claims to special knowledge are continually surprised by the discovery of new districts, healthy, fertile, and suitable as a residence for Europeans. In this year, though six weeks of it have not yet elapsed, I have received reports of two such districts in parts of the Protectorate which were supposed to be barren, one in the north of the Rift Valley, and one near the western extremity of the German boundary.

The first eight chapters are given to a historical retrospect, a description of the geography of the coast lands, the interior and the remarkable highlands where the conditions favour white colonization, and to a most valuable account of the Swahilis, Somalis, Bantu-speaking and other tribes.

In three chapters devoted to East Africa as a European colony, the author says that the lower parts of East Africa are planters' countries, where Europeans may superintend plantations but cannot reside permanently. The coasts of the African mainland are, with a few exceptions, the best of these districts. The worst parts are the shores of Victoria Nyanza and some swampy places on the coasts.